Hupp, Katie

From: [redacted]
Sent: Thursday, January 08, 2009 11:34 AM
To: [redacted]
Cc: [redacted] Colosky, Mike
Subject: Permit # E08064N

Greetings Mike,

[redacted] informed me that you are the person in charge of managing the close interval survey on the existing gas mains on Harris Way, Old Oakland Road, and Ringwood Avenue (Permit # E08064N). Our inspection staff has informed us that the holes drilled in the asphalt pavements have not been filled. Please fill the hole per the permit requirements. Our records indicate that the permit has expired; therefore, please apply for a new permit to complete this work. If you have any questions concerning this matter, please contact me at [redacted]

Thanks

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, October 28, 2009 3:53 PM
To: [redacted]
Cc:
Subject: Linear indications in L-132

[redacted]

Re: ECDA Nseg 132-2008. MP Range 37.80- 43.75, Station 184+18. IIT Immediate.

By your request, yesterday I performed an evaluation of the linear indications found by WFMT. Edge Testing did the WFMT.

The indication was in a factory weld seam repair (by SAW), at a location where there was external concavity right in the center of the SAW weld metal. The total as-found length was approx 1.0 -1.25 inch, and consisted of multiple indications. I performed visual inspection under UV and white light with a low power magnifier after multiple gentile sanding operations. After removal of approx 1/8-inch of weld metal most of the indications were gone. Those that remained were approx 3/8-inch in length but had converted into volumetric indications (became much wider in the circ direction).

In my experience these were *centerline* weld solidification defects. Specifically I could see slag and porosity inside the indications. Their location and appearance are consistent with classic weld centerline solidification shrinkage and inadequate filling. The presence of slag also clearly defines them as fabrication defects. Since there was no need to remove it, I left the remaining 3/8-inch long indication in the weld, not wanting to chase it to perhaps deep into the weld metal below the base plate. There was no evidence of service related progression. On this basis I released the excavation to MEARS for coating and backfilling.

Note that there were several repairs in this stick of pipe. All the repairs were made at the factory with SAW. Interestingly, [redacted]e seam weld was not ground down at the girth weld location - so the field girth weld burned into and over the seam crown. It is likely that this stick had a number of seam weld defects, and that one end of the original stick was cut off and contouring of the seam was not done- or forgotten.

As to the ECDA signal being an immediate - no corrosion was found at this location. The reason for the plunging on/off CIPS signal might be due to the 8-10 inch thick layer of concrete over the pipeline at this location. To a first approximation there was a foot or so of soil at grade, then a layer of 8-10 inches of concrete (no rebar), followed by 5-6 feet of soil to the pipe centerline. There was no way that MEARS could have known about the concrete. We did not prospect to determine the length of the concrete but speculate that it is the same length as the signal is wide (approx 20-30 feet). You might be able to locate other concrete coverings using that signal as a guide.

If you have any questions please call.

[redacted]

[redacted]

From: [redacted]
Sent: Sunday, October 18, 2009 10:47 PM
To: [redacted]
Cc:
Subject: Nseg 132

[redacted]

As we discussed on Friday, when I arrived at the site all the linear indications in the pipe wall of the spool were removed except for one - it's remaining length was only 3/16 - inch long. Apparently there were 10-20 indications originally in the spool, but they were mistakenly ground out. With regard to the elbow, all the indications at both the intrados and extrados were removed by grinding prior to my arrival.

After careful evaluation it is my opinion that the one that was still present in the spool was **NOT** due to SCC. After careful sequences of sanding an etching the remaining indication at the OD surface, it broke into several indications and appeared to be connected to some lap or forging burst at approx mid-length. This is not the way SCC would propagate through the wall. To solidify this conclusion it would have been good to look at all the indications in the spool as a family.

As an educated guess I would say that there is a reasonably high probability that the indications in the elbow were due to mandrel marks created during fabrication. This is not without precedent, as in 1996 I performed an analysis of some problem elbows for Gas Transmission that failed hydro, and the cause was partially due to pre-existing defects (mandrel marks) at the intrados. Again it would have been helpful to see them.

Alexis- Please not that my timesheet for Friday reflects only the 3-hours I spent on site performing this evaluation- no travel time is included. I do not know if I coded the OT properly - could you pls check? THANKS

[redacted]